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PRICE FIVE CENTS

HURLED INTO ETERNITY.

A DEFECTIVE BRIDGE CAUSES A HORRIBLE ACCIDENT.

A passenger train on the Boston and Providence Railroad shattered to splinters—Thirty-three persons killed and twelve hundred and twenty-five wounded—Scenes at the wreck.

BOSTON, Mass., March 14.—A heavily loaded passenger train on the Boston and Providence Railroad met with a terrible accident at seven o'clock this morning, between Roslindale and Forestville. Five cars fell through a bridge. Thirty-three persons were killed. The bridge is comparatively new one and the accident was caused by a truck of one of the cars giving away, causing the car to strike against an abutment of the bridge. The smoking car, after it fell, caught fire, but the fire department was promptly on hand and prevented any spread of the flames.

The bodies of the dead have all been removed and some of the wounded are at hospitals and some have been taken home.

The train was crowded with working people, and most intense excitement prevails among their friends, who are anxious to learn the names of those killed and injured. A. Webster Clapp died in Forest Hill station where he had been taken. The engineer, when his engine broke from the train, kept right on to Forest Hill and gave the alarm instead of stopping to ascertain the extent of the accident, and on that account it was impossible to get any assistance on time. Officers of the road are present, and are doing all they can. Many doctors are doing everything in their power. The bodies of the killed were horribly mangled, some heads being entirely severed from the bodies and many bodies crushed beyond recognition.

The accident occurred on the Dedham branch of the Boston and Providence railroad, between Forest Hill and Roslindale, at what is known as Buxey park bridge. The seven o'clock train from Dedham, consisting of seven cars and a baggage car, under charge of Conductor Tilden, broke through the bridge. The engine and three cars went over safely, but the five others fell through the bridge.

Twenty-seven dead bodies have been identified. There are at the morgue the bodies of three men and two women which as yet remain unidentified.

The scene of the accident is about a mile from Jamaica Plain, where the main line of the Boston and Providence railroad branches off to the left to Roslindale and Providence, while to the right runs, in a sweeping curve, the Dedham branch. This arm is built through a valley, and the embankment for a long distance is a high one. South street, which leaves Newton street near Buxey woods, runs diagonally to the track of the branch, and it was into this cut that the cars of the train plunged from the bridge which crossed it. It has been stated that owing to the peculiar arrangement of the abutment of the bridge it was really weakest on the concave side of the curve, where the heaviest train was experienced.

The train was a local one, heavily laden with people, a majority of whom work in Boston and live in suburban villages. It was composed of seven passenger and one baggage car and engine. The engine and three cars passed safely over the bridge, but when the fourth car went down it drew back the three which had crossed the bridge and which broke loose from the engine, thus leaving the engine alone standing in safety upon the track. The engineer immediately ran his engine to the nearest station and telegraphed the news to the railroad officials. Messengers summoning surgical assistance were sent on horseback, surgeons were at once in attendance and the injured passengers received prompt attention.

In the meantime a force of men set to work to relieve those who were pinned under the wreck, and a wrecking train was made up, and at once sent to the scene. One hundred and fifty mattresses were obtained at the city hospital and sent to the scene of the accident by a special train, which also carried a large number of surgeons.

The bridge evidently gave way when the fourth car was passing over it. The five rear cars went through to the roadway, landing in a mass of splinters in the street. The strain of the five falling cars pulled the three cars in advance from the rail. They remained on top of the embankment, but were pulled off their trucks and the floor of each was forced nearly to the roof, while

SEATS WERE JUMBLING TOGETHER in great confusion. The end of the second coach was a mass of splinters, caused by a car back grinding against it when the others went down the embankment.

The third coach was flattened to the ground as if it had fallen on its trucks from a great height, although it remained on the edge of the embankment. The roof of the fourth car also remained on the embankment, having evidently been torn clear from its fastenings where the coach went through. The next four cars went down in a heap, the smoker, which was on the rear of the train, falling in the midst of the coaches and being

ACTUALLY GROUND INTO SPLINTERS. The inmates of the smoker were all either killed or injured, not one escaping without injury of some kind. Two of the coaches went clear across the roadway, landing against a stone wall that bounded a large field at the foot of the hill. As the cars lie in their present location, they present a picture of such absolute demolition that it seems remarkable that any person in them escaped alive.

That the horrors of fire were not added to the terrible disaster, was due to the promptness with which relief was sent. A chemical engine from Roslindale was at the scene within twenty minutes after the wreck occurred, brought by a letter carrier, who gave an alarm of fire upon observing the flames issuing from the debris. The flames were soon extinguished, and the firemen then did excellent work in rescuing the injured. The stoves in all the cars were securely fastened to the floors by

iron bolts, and the doors of the stoves were locked. In only one car did the stoves upset, although in one instance a stove was smashed clear through the roof of the car in which it had been.

THE WORK OF RESCUERS.

The only person known to have been an eyewitness of the disaster, who was not on the train, was J. H. Lennon, a fish dealer, whose stable was on a hill just above the bridge. Lennon was harnessing his team when the train came along, and he turned to see it pass. He was horror-struck when he saw the train take its awful plunge through the bridge. For a moment, Lennon says, there was perfect quiet, and then the cries of the injured were heard issuing from the debris. Seizing an ax from the barn Lennon started for the wreck, which he reached in a moment. He climbed into a window of one of the coaches that had landed against the stone wall and set to work to release those persons who had been pinned down by broken timbers. Lennon, with his ax, released four men who were badly hurt and handed them out of the window to other men who had come to the rescue. He also handed out the bodies of two dead women, one of whom was nearly decapitated and had both arms severed from her body.

During all this time Lennon says the shrieks of the wounded and the groans of the dying made a pandemonium around him. In the meantime, other passengers from the coaches that had remained on top of the embankment, and who had escaped serious injury, had joined in the work of rescue.

In a short time a corps of rescuers and surgeons were at the scene. As the dead were removed they were laid in a row on the stone wall, while the wounded were laid on cushions which were hastily gathered together.

Ambulances and hacks had been sent from the city within half an hour after the disaster occurred, and as these conveyances reached the scene they were at once started back to the city laden with the dead, bound to the city morgue, or with the injured destined for the hospital. A large number of the injured were also taken to residences in the vicinity, while others were sent to the depot at Forest Hill and Roslindale. These passengers who escaped serious injury and were able to proceed, were taken to the junction at Forest Hill and were forwarded to their destination in the city proper.

A PASSENGER'S STORY.

George Sanford, of Roslindale, was the second car of the wrecked train. He told the following story of his experience. He said: "I took the train at Roslindale with my mother. We were sitting in the middle of the second car. There was absolutely nothing to give premonition of the disaster. All at once there was a creak, a deafening noise, a moment or two of the grinding of timbers, and then for a moment all was still. It had come with such awful suddenness that every body seemed to be paralyzed. The next moment a confusion of sounds from the wrecked cars below. Voices were calling out for help—women were screaming for aid, while all around us there were groans from those who were badly hurt or dying. The floor of the car seemed to be forced up to the roof, our entire coach having collapsed apparently.

"When the crash came our heads were banged against the roof, while the seats were strewn about everywhere. Many people were under the seats and some were crushed between them. Directly in front of us sat a man named Ryan, one of my neighbors in Roslindale. We were conversing with him at the moment of the crash. Ryan was half turned in his seat as he talked, and a moment after the wreck, when I saw him again, he was actually run through and through by splinters from the bottom of the car. My mother and I were fastened in between our seats and Ryan's, but I managed to break off Ryan's seat and release ourselves. My mother had fainted and at first I thought she was dead. I pulled her out through a window and she soon revived in the open air. I then secured a carriage and sent her home and devoted myself to helping release other passengers. The sight among the debris was horrible. There were many people dead, pinned down by timbers; many wounded, and all were horribly mangled. I saw one man working like a Trojan to help the others. The top of his scalp and his left ear were nearly torn from his head and he was covered with blood, but he did not realize it. After all had been removed from the car he was working in, some one told him that he must be badly hurt himself. He said he thought not. That he had only received a scratch. He put his hand to his head, and the next moment fainted away and was conveyed to a neighboring house. He was pretty badly hurt. The train was running at a good speed, but had slowed up some as it neared the junction at Forest Hill. The quickness with which the crash came was remarkable. It came in an instant, like a flash of lightning."

THE DIFFICULTY IN GETTING THE LIST.

It has been impossible, up to this evening, to obtain a correct and complete list of the killed and wounded, owing to the fact that immediately after the catastrophe occurred, its victims were hastily removed from the scene and in such widely diverse directions that it is extremely difficult to trace them all correctly. Some of the injured were at once conveyed to their homes; others were taken to hospitals, while others still found temporary shelter in residences in the immediate neighborhood. Some of the dead—majority of them in fact—were brought to the city hospital morgue, but there were others taken to the depots of Roslindale, Forest Hill and Canterbury. The agents of the railway company are now diligently at work endeavoring to compile complete statistics of the calamity, and a full list of casualties will doubtless be furnished at the earliest practicable moment.

All day a large and efficient corps of surgeons has been at work attending to the injured, who are more numerous than was at first reported, it now being estimated that nearly seventy persons received serious wounds. Of these, it is said, a number will probably die.

THE BRIDGE ENTIRELY DESTROYED.

A curious feature of the disaster is found in the fact that the entire bridge went down with the wreck. Not a scrap of iron remained

attached to the abutments, and but for the chain and awful wreck beneath, there was nothing to indicate that a bridge had once spanned the abyss. The wreck of the bridge lay under the debris of the train, almost completely shut out from view. Lying by the side of one of the splintered cars was one of the main iron girders of the bridge which showed a clean new fracture through its entire breadth, at the point of the junction of two of its parts. This girder was composed of two parallel plates of heavy wrought iron, connected by braces of wrought iron and the whole securely bolted. The opinion is generally expressed by those who have personally inspected the wreck that the breaking of this girder was the undoubted cause of the disaster. But there is much doubt as to the cause of the breaking of the girder. It has been stated by some that there was a jarring and bumping sensation just previous to the crash, which gives color to the theory that the fourth car, the first to go through the bridge, was derailed and thrown from its tracks to the ties of the bridge with such force as to cause its heavy iron supports to give way.

LIST OF KILLED.

Following is a revised list of killed and those who have died of their injuries:

CONDUCTOR MYRON TILDEN, Dedham.
ALICE BURNETT, Roslindale, aged 16 years.
WM. JOHNSON, Roslindale, violinist.
MRS. HORMIDIAS CARDINAL, Roslindale.
MR. CLAPP, central station, West Roxbury, 21 years old.
MISS MORRIS, West Roxbury.
EDWARD W. MORRIS, Dedham, freight clerk of the Boston and Providence railroad.
EDGAR M. SNOW, Spring Street Station, West Roxbury.
WALDO B. LAILER, police officer, Spring Street station.
LIZZIE MANDEVILLE, Dedham.
LIZZIE WALTON, Dedham, school teacher.
WILLIAM S. STONE, internal injuries, died after removal to the city hospital.
WILLIAM E. DURHAM, badly crushed, died after removal to the city hospital.
STEPHEN T. HAUGHTON, gas fitter, Corinth street, Roslindale.
HARRY GAY, a clerk, Spring street, died after removal to the city hospital.
MISS M. L. O'DONNE, Dover, N. H., employed by Salem, Wilder & Co., Summer street.
MISS ADAMS, Katridge street.
MISS LIZZIE H. PRICE, Dedham.
MISS SARAH E. ELLIS, Medford, who was stopping with friends at West Roxbury.
AN UNIDENTIFIED WOMAN, aged years old.
ALBERT E. JOHNSON, 3 years of age, employed by George H. Morrill & Co., jewelers.
PETER S. WARREN, central station, about 45 years old, tailor.
EMMA P. HILL, 25 years of age, worked for R. H. White & Co.
HATTIE J. BUDLEY, residence unknown.
MISS LAURA PRICE, 35 years of age.
MISS ROSA BELLA WELCH, 35 years of age, West Roxbury.
It is impossible to obtain any absolutely correct account of the number of injured, but it will reach one hundred or more. Of these at least twenty-five are quite badly hurt, and the broken axle and broken rail theories find supporters, but the wreck of the bridge and cars is so confused that it is doubtful if an ever can be determined just what caused the disaster. The bridge was built fifteen years ago, and during the past ten years has been repaired three times, and it is now estimated that it was replaced with iron girders some ten years ago. Workmen have been busy engaged all day in removing the debris from the street and from the embankment. No attempt was made to save any portion of the train. At a late hour in the day, as the work of removing the wreck was progressing, additional evidences were found of the terrible nature of the disaster. In some places were fragments of flesh or pieces of clothing which had belonged to some victim, whose remains had been previously removed to the morgue. There was blood over everything, scarcely a splinter being removed that was not replaced by the blood of a victim. Most of the pieces of clothing found were from garments of women, the number of whom on the train was much larger than that of men, and the fatality among them proportionately great. In one place the bodies of seven women were taken out in a row, all horribly mangled.

ONE WOMAN WAS CUT COMPLETELY IN TWO.

A pathetic sight was that of two girls with arms around one another, clinging together in the embrace of death. Both had been killed by blows from the roof of the car. The girls and crows were necessary in order to free persons who were pinned in the wreck. In two cases it was necessary to cut two of the bodies in order to get them out. They were all crushed out of any semblance to human shape, and so they were wedged in that they could be removed in no other way.

One old lady was taken from a car unharmed, but with her clothing torn to shreds and her face severely lacerated. She said that the women in her car seemed to be panic-stricken at the moment the crash occurred. They all screamed and shouted, praying for release, and the next thing she knew she was in a body with another woman who had been killed while the other woman had her head pinned on the dying woman's breast.

One of the most terrible scenes at the accident was that presented to those who first hurried to the street under the bridge. The headless trunk of a woman was found lying across the timber with one arm completely gone and lower limbs all cut and mangled. The head was found among the tangled wreckage of the car, a few feet away. Some of those who were slightly injured were so dazed after being taken out that they could not realize what had occurred. One man was seen to walk from the wreck in the direction of Roslindale. When about a dozen yards from the wreck he fell dead, either from excitement or internal injuries.

David Bondy of Roslindale had a most remarkable experience, and his escape from death is considered miraculous. He was in the smoking car and was playing cards with Ed. Snow, Harry Gay and Sergeant Lailier. The crash came and the next thing he knew he was in a muddy street absolutely uninjured and holding in his hand the queen of diamonds, which was covered with blood. His three companions had been killed.

HEAVY FAILURES.

Lumber Dealers in Cincinnati Go Under for Large Amounts.

CINCINNATI, March 14.—George S. Crawford, lumber dealer, assigned this afternoon; liabilities \$100,000 and assets \$80,000. Later in the day it was rumored that S. W. & W. G. Boyd, lumber dealers in this city, have made a bill of sale to Kilpatrick & Co., of New York, conveying all their effects here for \$30,000. This would avoid an assignment and to prefer New York creditors. The Boyds are heavily interested in the Boyd & Co. manufacturing company, of Leavens, Brown county, Ohio. That company was assigned today. It was reported that the Boyd company's paper for \$54,000, hence his failure. In January, 1886, the Boyds claimed about \$200,000 assets and \$250,000 liabilities, which included their interests in the Boyd manufacturing company.

THE GREAT DEAL.

WHICH SEEMS TO BE APPROACHING COMPLETION.

Mr. Garrett appears in Washington, and talks to Senator Gorman—The negotiations fall under way, and certain of success—The Rumors on the Street.

WASHINGTON, March 14.—[Special.]—The latest and most authentic statement of the Baltimore and Ohio deal is contained in today's Baltimore Sun. It is accepted by the railroad officials in Washington as coming direct from headquarters. This report is decidedly different from the others which are flying over the country, but I think it will stand the test of the full development. The Sun's statement summarized, is as follows:

1st. That the deal practically has been made, and with about the same parties to the agreement that was given to the public last week. There has been something of a change in the plan of negotiating the transaction, but the results will be about the same. The people who are interested in the West Point Terminal company and the Richmond and Danville system, railroad are in it.

2. It is alleged that the new concern will not be deterred by the opposition that may be made to the use of the road between Philadelphia and New York. In the near future the Reading railroad will be reorganized and will keep off the coal lands, leased lines and fixed charges that now weigh it down. When it comes forth rehabilitated, the Reading will doubtless be in shape to make contracts without rival interference.

3. It is alleged that Mr. Jay Gould is not in the new syndicate but there are a good many people who think that the gentleman's "fine Italian hand" will be discovered when the screen is removed. It is alleged that the plans don't comprehend the abandonment of the Baltimore and Ohio Telegraph company, express and parlor car companies. The telegraphs, it is admitted, are not making money, because they are in a war with the Western Union, but they are not much of a burden to carry, and when the rates are advanced, as they must be, they will earn money.

In the new deal it is said the telegraphs will be extended. Both the express and parlor car companies are said to be making money. The above, the Sun declares, are statements from sources inside of the Baltimore and Ohio party, who scout at the stories that their company is financially embarrassed. One of these gentlemen, in a general talk, called attention to the fact that there is not a dollar of bonded debt upon the Washington branch—a double-tracked road of forty miles. Of the \$1,650,000 of capital stock, all is in the treasury of the Baltimore and Ohio company except \$25,000, owned by the state of Maryland. This he cited as an example of the good properties offered by the company. The Johns Hopkins trustees have given Mr. Garrett the option to dispose of all the university Baltimore and Ohio stock to the syndicate.

Senator Gorman called upon Mr. Garrett in Washington on Saturday and had an interview with him. Mr. Garrett explained to him the negotiations as they had been explained to him. The new arrangement, he felt confident, would be of great benefit to Baltimore and to the state of Maryland. Mr. Robert Garrett was only accomplishing what his father had often desired to perfect, a great railroad system. The senator thought the Baltimore and Ohio railroad would not lose its individuality. It would absorb the road with which it was to be consolidated, instead of being absorbed by them. The Baltimore and Ohio would be the only solvent property in the consolidation, but such terms would be made in the negotiations that the Baltimore and Ohio would not be burdened by the debts of the other roads. Mr. Gorman thought the consolidated roads would be in a position to do for stock jobbing purposes. As for a stock watering, the Maryland authorities would guard against that.

THE RUMORS IN NEW YORK.

NEW YORK, March 14.—[Special.]—There was no dearth of rumors today in regard to the affairs of the Baltimore and Ohio railroad. A statement was published in the morning that the company had secured control of the Richmond and West Point Terminal system, although previous information and rather favorable to the theory that President Garrett was willing to retire from active railroad management, and with that purpose in view, had given an option on a controlling interest in the road to the president of the Terminal company. That Mr. Sully did not exercise the privilege he had obtained was largely due, it is now generally admitted, to his failure to secure the co-operation of the Pennsylvania railroad and in telegraph matters of Jay Gould. When it was discovered that these interests were opposed to the deal, instead of being given in favor and support of it, Mr. Sully's backing deserted him. One of the friends who would have taken a large interest in the scheme if it had been assured of success, remarked at the Constitutional correspondent today:

"The simple result of the negotiations is the widely advertised fact that the Baltimore and Ohio railroad is for sale. It is natural that a good many people will devote some attention to the property, and make some calculations as to its value. In this way the deal may be lost by an actual transfer of the control, but at present there seems to be no immediate probability of a sale."

"The control of the road," Mr. Gould observed, "ought to be left with Baltimore a while longer. The people of Baltimore, apparently, hold it in high estimation, and they ought rightfully to do so, for the financing for it. Perhaps some one will want to buy the control, but the next owner will get it at some reduction from the price recently named."

A statement was published today that the proposed telegraph companies had been united; that in consequence of the change of ownership of the Baltimore and Ohio railroad the telegraph company was to be separated from the railroad company, and with the united lines and postal telegraph companies in one system. A pooling agreement between the opposition companies has been discussed at times for the past year or more, but nothing has ever resulted from the consideration of the subject. At the general office of the Baltimore and Ohio telegraph company it was said that no agreement of the kind had been made.

ANOTHER FINGER IN THE PIE.

The Atchison, Topeka and Santa Fe Expects to Win.

BALTIMORE, March 14.—Since it has become generally known that a meeting of railroad men was held in this city, yesterday, people are rapidly coming to the conclusion that the Baltimore and Ohio railroad will be sold. People

are now talking on the streets about the possibility of the road failing to pay a stock dividend because of extensions and improvements, in which event large interests may be put to serious inconvenience. There is, however, much confidence manifested in the solidity of the road, and shares sold today at 170, against 165 on Saturday. There were 133 shares sold at a higher figure. It is some time since so much stock was on the market. Mr. Garrett was seen today, but would not say anything in regard to the road nor the telegraph system.

ST. LOUIS, March 14.—The Republican this morning says a railway official whose connection with the New York and Boston end of certain trains on the Mississippi roads gives him most excellent opportunities to know what is going on behind the curtain, said last night that no one need be surprised if when the smoke of the Baltimore and Ohio deal cleared away, the Atchison, Topeka and Santa Fe is found to be owner. He said it was no secret that Atchison used his influence in Garrett's favor when the Arthur Kill bridge bill was pending, and that the success of that measure was due largely to Atchison's efforts. It was asserted by this gentleman that negotiations have been pending between Atchison and Baltimore officials for more than six months and that the hitch in the deal last week was wholly due to the Gould party who wanted to defeat it because the Missouri Pacific did not like the idea of its most powerful and energetic rival controlling a continuous line of road from ocean to ocean. Atchison's plan was, it seems, to procure the Baltimore and Ohio through the Richmond Terminal company, so that it could perfect its plans for reaching Staten Island under cover, but the uncovering of the scheme will not defeat the original purpose. Contractors are pledged to the Chicago extension of the Atchison completed by May 1888, and work on the Arthur Kill bridge will be begun this spring and the structure completed before the year is out. This would leave a link between Philadelphia and New York, which could be very easily done by the time Chicago is reached from the west, when Atchison would have a continuous line of its own between San Francisco and New York much shorter than any other transcontinental route.

THE LATE CAPTAIN EADS.

Arrival of His Remains in Florida from Nassau.

JACKSONVILLE, Fla., March 14.—The body of Captain Eads arrived in the city of Monticello from Nassau at 12 o'clock, accompanied by his wife and daughter, Mrs. Hazard, who were with him at Nassau. They were met here by J. F. How, his son-in-law. They left on a private car for St. Louis at 5 p. m. The funeral will take place there Thursday. The remains were transferred to another casket here, the other having been warped out of shape by gases from the body.

Captain Eads suffered from a cold contracted while before last, but careful nursing, it was thought, would bring him through. On March 1st he went yachting with friends. On his return he complained of severe pains in the breast. Medical advice was summoned and everything possible done to arrest the disease, but without avail, and at 12 o'clock Tuesday morning, the 8th instant, he expired. Captain Eads's wife and daughter, Mrs. Hazard, were at his bedside and accompanied the remains to this city. Captain Eads was much worried by his winter's work in Washington in the interest of the Tebanetec scheme, and went to Nassau for rest and recuperation.

NEW YORK, March 14.—The remains of General Eads, who died at St. Augustine, Fla., will be taken to St. Louis, where they will be interred.

Rev. Father Riordan, ex-Senator George F. Sweeney, Mrs. Spencer and Mrs. Hazard, who were with him at Nassau. They were met here by J. F. How, his son-in-law. They left on a private car for St. Louis at 5 p. m. The funeral will take place there Thursday. The remains were transferred to another casket here, the other having been warped out of shape by gases from the body.

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NEW YORK, March 14.—The remains of General Eads, who died at St. Augustine, Fla., will be taken to St. Louis, where they will be interred.

Rev. Father Riordan, ex-Senator George F. Sweeney, Mrs. Spencer and Mrs. Hazard, who were with him at Nassau. They were met here by J. F. How, his son-in-law. They left on a private car for St. Louis at 5 p. m. The funeral will take place there Thursday. The remains were transferred to another casket here, the other having been warped out of shape by gases from the body.

Captain Eads suffered from a cold contracted while before last, but careful nursing, it was thought, would bring him through. On March 1st he went yachting with friends. On his return he complained of severe pains in the breast. Medical advice was summoned and everything possible done to arrest the disease, but without avail, and at 12 o'clock Tuesday morning, the 8th instant, he expired. Captain Eads's wife and daughter, Mrs. Hazard, were at his bedside and accompanied the remains to this city. Captain Eads was much worried by his winter's work in Washington in the interest of the Tebanetec scheme, and went to Nassau for rest and recuperation.

BEYOND THE BRINY.

HAPPENINGS OF THE DAY IN EUROPE.

The Irish Question—The Demands of the Unionists—The Rumor that the Life of the Earl was Slandered—Affairs in Germany—The Cardinal's Reception—Other Notes.

LONDON, March 14.—Mr. Gladstone replying to the request of a number of his adherents for information as to concessions offered to the unionists, declines to enter into details, but says the liberals may rely upon his firm adherence to the principle and basis of his home rule policy. The radical unionists attribute the failure of the conference negotiations to Mr. Gladstone's decision to abide by Mr. Parnell's demands.

These are facts which many believe tend to show that Sir William Vernon Harcourt failed Chamberlain and Trevelyan, causing them to believe that Gladstone accepted Mr. Chamberlain's proposals. It is thought probable that Mr. Gladstone was on the verge of assenting when he was warned that such a step would result in a Parnellite revolt. Since the breaking off of the negotiations, the demands of the unionists have grown. As formulated, they comprise the following:

EIGHT ESSENTIALS.

That Ireland be represented in the imperial parliament; that Ulster be separated from the jurisdiction of the Dublin parliament; that the Irish parliament be subordinate to, and not co-operate with the imperial body; that the subordinate powers of the Irish parliament be strictly defined and limited; that the maintenance of law and order remain under control of the imperial authority; that Mr. Gladstone's financial proposals be abandoned; that his proposition that the parliament be composed of two orders be abandoned; and that the British credit be not pledged for the benefit of Irish landlords. The Parnellites and Gladstonians scout these demands as unworthy of consideration. Mr. Gladstone has been asked to explicitly define his position and to state upon what terms reunion is possible.

THE REPORT UNFOUNDED.

The Russian Ambassador at London Says an Attempt Has Been Made to Kill the Czar.

LONDON, March 14.—The report printed by the Standard that an unsuccessful attempt to assassinate the czar of Russia had been made is utterly discredited by Mr. DeStail, Russian ambassador. In an interview with the Standard, the ambassador said he had received no telegram in relation to such an attempt, and this was sufficient evidence to convince him that the report was unfounded. If it were true he would have received a dispatch long ago. The ambassador said he was about to attend a service in the Russian chapel in commemoration of the czar's accession to the throne, and it was not likely that he would leave the embassy if there was the least probability of any news of that character being received.

The service in the Russian chapel was crowded with diplomats in full uniform, conspicuous above all being members of the Russian embassy. After the service members of the Russian embassy were congratulated by all present that the rumor of an attempt on the life of the czar was unfounded.

The Standard, commenting on the reported role in the direction of war. From this point of view the outrage is of the gravest possible significance.

In the house of commons this afternoon Sir James Ferguson, parliamentary secretary to the foreign office, stated that the government had been informed that persons with explosives in their possession had been arrested in St. Petersburg, yesterday on the route which the czar was to have taken to attend a service which was to have been performed in commemoration of the late czar, it being the anniversary of his death. Sir James Ferguson says that six students were arrested on New York Prospect, near Antichrist palace, having in their possession a quantity of explosives. They were awaiting the coming of the czar on his way to the cathedral to take part in the anniversary services.

THE NEWS FROM GERMANY.

Expulsions from Alsace—The Church Bill—The Socialists.

BERLIN, March 14.—The Post prints a letter from Strasbourg saying that a number of expulsions from Alsace had been effected. The expelled persons, not natives, but having a conditional permit to reside in the province. Mulhausen will be specially affected.

Herr Windthorst, in an article in the Germania, admits that important concessions are granted in the church bill, such as the free formation of seminaries and the liberty given to the church of disciplinary rights, but he declares that paragraphs relating to orders and the right of the vote resolved by the Reichstag are inadmissible. The prosecution of the socialists at Posen involves twenty-eight prisoners, including a commercial traveler for a Frankfurt firm, who had in his possession papers connecting him with the anarchists in Berlin, Saxony, Poland and Russia. The house of the Jesuit Chosowitzky, who is now in prison, was searched, and piles of socialistic cards and pamphlets were found.

A decree has been issued directing that four new infantry regiments and four battalions which have been added to existing regiments, be garrisoned almost exclusively in Alsace, Lorraine and Baden, along the Rhine. Only three battalions are to be stationed along the eastern frontier.

GIBBONS AND TASCHEREAU.

The Cardinals Receive Congratulations of Church Dignitaries.

Tutt's Pills

**Malaria, Dumb Chills,
Fever and Ague, Wind
Colic, Bilious Attacks**

They produce regular, natural evacuations, never gripe or interfere with daily business. As a family medicine, they should be in every household.

SOLD EVERYWHERE.

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33, WHITEHALL ST.,
ATLANTA, GA.



NERVOUS Debility, Spermatorrhea, Loss of Vital Power, Sleeplessness, Despondency, Loss of Memory, Confusion of Ideas, Blurred Eyes, Lassitude, Langor, Gloominess, Depression of Spirits, Aversion to Society, Easily Discouraged, Lack of Confidence, Dull, Listless, Unable to Study or Business, and finds life a burden, **SAFER** PERMANENTLY AND PRIVATELY CURED.

BLOOD & SKIN Diseases, Syphilis, disease most horrid in its results—completely eradicated without use of mercury. Scrofula, Erysipelas, Fever Blisters, Pimples, Ulcers, Pains in the Head & Bones, Syphilitic Sore Throat, Mouth and Tongue, Glandular Enlargement of the Neck, Rheumatism, Catarrh, etc., PERMANENTLY CURED WHO OTHERS HAVE FAILED.

URINARY Kidney and Bladder Trouble. Weak Back, Burning Urine. Frequency of Urinating, Urine high colored, milky sediment on standing, Gonorrhea, Gleet, Cystitis, etc., promptly and safely cured. Charges reasonable.

PRIVATE DISEASES.

Blood Poison, Venereal Taint, Gleet, Stricture, Seminal Emissions, Loss of Sexual Power, Weakness of Sexual Organs, Want of Desire in male or female, whether from imprudent habits of young sexual habits in mature years, or any cause that debilitates the sexual functions, speedily and permanently cured. Consultation free and strictly confidential. Absolute cures guaranteed. No risk incurred. Correspondence promptly answered. A medicine sent free from observation to all parties.

the United States. Consultation free. Office hours 9 a. m. to 6 p. m. Sundays, 9 a. m. to 12 m. Correspondence receives prompt attention. No letters answered unless accompanied by four cent stamp. Send stamp for 64 page pamphlet and list of questions. Address plainly,

DRS. BETTS & BETTS,
33; Whitehall St.,

**THE AMERICAN HAND FIRE
ANNIHILATOR**

The only Fire Annihilator
the world which does its work
perfectly. The chemicals do not
lose their efficacy by lapse of time.
They will perform their work
years hence as well as upon the day
they were placed in the annihilator.
The contents of one machine equal
to 300 gallons of water. It is the

and ornamental. Any child can handle them easily.

No home on earth can afford to be without one. Impossible for your house to burn.

Every store, factory, warehouse, cotton depot, school house, public halls and buildings, every dwelling house in every village, town or city should be protected by the

They are abolished and recommended by the chiefs of fire department and the insurance men generally throughout the south. They are adopted and used by the Atlanta fire department, the department of Lexington, Ky., and have been ordered by principal fire departments of the chief cities of the south.

We refer, relative to the power and efficiency of these annihilators, to the members of the General Assembly of the state of Georgia; also, His Excellency

Address for further information and book testimonials and important information regarding fires. **THE HAND FIRE ANNIHILATOR CO.** 66 1/2 Whitehall street (Chamberlin, Johnson & Co. Building) Atlanta, Ga.

D. C. BACON, Pres. M. F. AMOROUS, Gen. M.
ATLANTA LUMBER CO.
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Humphries St.,
 & E. T., V. & G.
 Railway.

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 MARIETTA ST.

On Line G.
 R. and E. T.
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LONG LEAF PINE
 Kiln-Dry Dressed Flooring, Ceiling
 Weatherboard in 7, Shingles

and Laths,
Bridge and Trestle Timbers
Best in quality, lowest in price.
Write for estimates on house bills,
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WILLINGHAM & CO.

DEALERS IN ROUGH AND DRESSED
LUMBER
DOORS, SASH, BLINDS, SHINGLES, LATHES,
and BUILDING MATERIAL of every description
HARDWOOD, POPLAR, SYCAMORE, etc.
Satisfaction Guaranteed

WILLINGHAM & CO.,
64 Elliot Street, Atlanta, Ga. Telephone 1633.
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**It has taken the lead in
the sales of that class of
remedies, and has grown
almost universal.**

BIG
Guaranteed not to
lose Strippers.
N^o 1 only by the
Braz Chemical Co.
Cincinnati,
Ohio.

MURPHY BROS.
Paris, Tex.
Has won the favor of
the public and now ranks
among the leading
cleaners of the oilfield.
A. L. SMITH.
Beaumont,
Sold by Druggists,
Price \$1.00.

CURRY, JACOBS & CO., AGENTS.

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25 YEARS
ALLEN'S
LUNG BALSAMhas been the
favorite
REMEDY
for THROAT & LUNG
DISEASES
Thousands
have been cured
and in every house
Allen's Lung Balsam
should be used as a
STANDARD REMEDY
for COLDS
COUGHS
Whooping Cough
& ConsumptionPrice 25¢ 50¢ & \$1.00
per bottle
All DRUGGISTS sell it
J. N. HARRIS & CO. LTD.
Proprietors
Name this paper.

Circular 147.

The Georgia Pacific Railway Co.

Freight Department.

Birmingham, Ala., March 8, 1887.

To Agents, Connections and Shippers.

INTERSTATE TRAFFIC.

NOTICE IS HEREBY GIVEN THAT ALL RATES
on traffic originating on this railway and des-
tined to pass from one state into another, or
vice versa, whether the destination be on this
railway, will be withdrawn on April 30, 1887.
Please be governed accordingly.GEORGE S. BROWN,
General Freight Agent.

C. HENDRIX & CO., AUCTIONEER.

Guardian's Sale.

GEORGIA, FULTON COUNTY.—BY VIRTUE OF
an order of the court of ordinary of Fulton
county, granted at the March term, 1887, of said
court, will be sold by the court house door for
said county on the first Tuesday in April next,
within the legal hours of sale, the following prop-
erty to-wit:All that tract or parcel of land within the city
of Atlanta, commencing 15 feet from the north-west
corner of city lot No. 10, on the east side of Ivy
street, 15 feet from the brick tenement dwelling
formerly owned by C. P. Smith, extending from
said point along said Ivy street six feet five (5)
feet; thence due east one hundred and two (102) feet;
thence due north 33 1/2 feet; thence due east 150 feet;
thence due north 5 1/2 feet; thence due west 252 feet,
to the starting point on Ivy street, with the use in
common with others for alley purposes of a 20 foot
alley on the south side of the 150 feet, as described
above, together with whatever privileges the said
C. P. Smith has, or had, to a 12 foot alley opening
into Ivy street on the south of that portion of the
lot which is 102 feet deep, and 60 feet wide; all be-
ing a part of city lot No. 10 of block No. 15 of original
land No. 31 of 14th district of originally Henry
Fulton county, containing 3 1/2 acres or less.
Said land being the property of William Angier
minor. Sold for the purpose of maintenance, edu-
cation and relief of the poor of said county.
ELIZABETH ANN ANGER,
as Guardian of William Angier, Minor.

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TO WEAK MEN
HACKETT & RICE IRON FENCE CO.
ATLANTA, GA.
The Only Wrought Iron Fence Company in
the South.ASK YOUR GROCER FOR
OUR TRADE MARK
BACON
AND BREAKFAST BACON.
NONE GENUINE
UNLESS BEARING OUR PATENTED TRADE-MARK, A LIGHT
METALLIC SEAL ATTACHED TO THE STRING, AND
THE STRING SIGNED AS ON THE BOX.

THE SUPREME COURT.

DECISIONS RENDERED MONDAY,
MARCH 14, 1887.Hon. Logan E. Mackey, Chief Justice, and Hon.
Samuel Hall and M. T. Standford, Associate
Justices—Reported by J. M. Lumpkin,
Reporter for the Constitution.Niles vs. Groover. Complaint, from Fulton
County, Principal and Accused, P. Niles vs.
Supreme Court. (Before Judge Marshall J.
Clark.)Blandford, J.—1. Where an owner of land
sold a portion thereof, and subsequently sold
a right of way to a railroad company, passing
through both his own land and that which he
previously sold, in an action for money had
and received, brought by a person holding by
conveyance under the original vendee, against
said vendor, she would be entitled to recover
not only the value of the land so conveyed by
the vendor as a right of way, but the amount
received by him for that portion of the land
belonging to her which he thus sold; and if
in the sale to the railroad company all parts
of the land conveyed by him were treated as
equally valuable, and the purchase money was
paid as a gross sum, then the plaintiff would
be entitled to recover a proportion of the pur-
chase money corresponding to the proportion
in which she held the land sold as to quantity.
2. Damages for bringing the case to this
court are denied.An action for money had and received
was brought by Eliza E. Groover against S. D.
Niles, and a recovery had by the plaintiff. The
defendant moved for a new trial. Accompany-
ing the motion is an agreed brief of the
evidence in the case. In hearing the motion for a new
trial, the case is stated as "Sallie E. Groover
vs. S. D. Niles," and it is stated that a verdict
and judgment were rendered for the plaintiff,
and that the defendant moved for a new trial.
Held, that the writ of error will not be dis-
missed because of the error in stating the
name of the plaintiff. (Rep.)Judgment affirmed.
Albott & Smith for plaintiff in error.
G. A. Howell; P. L. Myratt, for defendant.Wilson et al. vs. Folsom. Complaint, from City
Court of Atlanta. Promissory Notes. En-
dorsement Consideration. (Before Judge
Van Pelt.)Blandford, J.—1. Where a promissory note
was endorsed by the payee to another "for col-
lection," and the amount of the note, the en-
dorsee had such a legal title as would author-
ize him to bring suit upon the paper in his own
name.2. While such a qualified endorsement could
bring suit upon the note, it was not a bona
fide holder for value, so as to be protected
under §275 of the Code; but the suit by
him was open to all the defenses which could
have been made to it if the
note were in the hands of the original payee,
including a plea of failure of consideration. 20
Ga., 221.Judgment reversed.
Frank A. Arnold, for plaintiff in error.
Candler, Thomson & Candler, for defendant.

"Rough on Piles."

Why suffer Piles? Immediate relief and
complete cure guaranteed. Ask for "Rough on
Piles." Sure cure for itching, burning, pruritus,
bleeding, or any form of Piles. 50c. At Drug-
gists or Mailed.

Supreme Court of Georgia.

ATLANTA, March 14.

Order of circuit, with the number of cases re-
maining undispensed of.

Atlanta, 3; Flint, 1; Ocmulgee, 1; Middle, 1; Chatham, 1; Northern, 1; Southern, 1; Eastern, 1; Western, 1; Blue Ridge, 1; Cherokee, 1; Brunswick, 1; Rome, 1.

A petition of certain members of the bar of the
Eastern circuit who have cases on the docket, re-
questing that none of those cases be called earlier
than Saturday morning next, was presented and
disallowed by the court.R. B. Blackburn, Esq., was admitted to practice
in the Supreme Court.

ATLANTA CIRCUIT.

Nos. 21 and 22. Davis vs. Phillips, and vice versa.
continued.No. 23. Phillips, Jr. vs. City of Atlanta. Continued.
No. 24. Schumann vs. City of Atlanta. Continued.No. 25. Conley vs. Campbell Printing Press and
Western Union Telegraph Co. Continued.

No. 26. R. B. Barnes, for defendant.

No. 27. R. B. Barnes, for defendant.

No. 28. W. C. Clarke et al. Refusal of in-
junction from Fulton County. Continued.No. 29. W. C. Clarke et al. Refusal of in-
junction from Fulton County. Continued.No. 30. W. C. Clarke et al. Refusal of in-
junction from Fulton County. Continued.No. 31. W. C. Clarke et al. Refusal of in-
junction from Fulton County. Continued.No. 32. W. C. Clarke et al. Refusal of in-
junction from Fulton County. Continued.No. 33. W. C. Clarke et al. Refusal of in-
junction from Fulton County. Continued.No. 34. W. C. Clarke et al. Refusal of in-
junction from Fulton County. Continued.No. 35. W. C. Clarke et al. Refusal of in-
junction from Fulton County. Continued.No. 36. W. C. Clarke et al. Refusal of in-
junction from Fulton County. Continued.No. 37. W. C. Clarke et al. Refusal of in-
junction from Fulton County. Continued.No. 38. W. C. Clarke et al. Refusal of in-
junction from Fulton County. Continued.No. 39. W. C. Clarke et al. Refusal of in-
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junction from Fulton County. Continued.No. 48. W. C. Clarke et al. Refusal of in-
junction from Fulton County. Continued.No. 49. W. C. Clarke et al. Refusal of in-
junction from Fulton County. Continued.No. 50. W. C. Clarke et al. Refusal of in-
junction from Fulton County. Continued.

THE BLUE AND THE GRAY.

A Confederate Soldier's Remarkable Tribute
to a Brave Boy in Blue.GRAND RAPIDS, Mich., March 6.—To the
Editor: In these days when the journals are
filled with accounts of "great deeds done by
great men," let me tell you of my experience
and of my hero. In March, 1865, near Laurel
Hill, in North Carolina, I, a member of the
First Georgia Infantry, fell with a bullet
through my arm in a skirmish with Kilpat-
rick's cavalry. The same bullet entered my
side and broke one of my ribs. Night was
close at hand, and lying in a lonely place,
I stood small chance of receiving aid.
In this situation, I was found by a band
of guerrillas or bushwhackers, those vultures in
human form who plundered the dead and
dying on both sides alike. My watch was
wielded by them, and they were about to
kill me, and a good luck containing my wife's
picture appropriated. I remonstrated in vain,
and finally threatened vengeance if I lived.
This maddened the leader, and coming close
to me, with a knife he said: "Tell me the
name of the man who sent you here, and I will
kill him and stop his clamor." Judge of my con-
sternation when the speaker I recognized
John M., my lifelong and mortal enemy on ac-
count of a feud I need not describe here. The
recognition was mutual, and I saw a revol-
ver and was about to fire, when one of his men
said: "Captain, don't shoot here; we are too
close to the Yanks."When then, finding a halter and hang the cur,
for he shall not escape me," he said.
His men, five besides himself, hastened to
obey, and, despite my demonstrations, soon
had me under a tree with a noose about my
neck and the rope over a limb down so tight
as to almost strangle me. I was found in three
minutes to live. M., revolver in hand,
stood ready to give the word, and I, in awful
dread, awaited the sound of my enemy's
voice.Just then steady hoofbeats sounded and a
small gray horse, ridden by a slight-built, boyish
figure, burst into the little glade. He was
fair-faced, with blue eyes, as I afterward
learned, and a white blaze on his forehead.
His hair hung curling almost to the collar of his
jacket, and to me he looked as handsome as a
woman and welcome as an angel. My first
thought was a joyful hope of deliverance. My
next, as I saw the boy's face, was a feeling of
that one so fair and bold had come to almost
certain death. I was not long in suspense.
"Great Scotland!" he shouted. "What are you
coming here for? Let that man loose; for him,
to hang a wounded man!" The boy's words
inflamed my anger, and he drew his pistol, but
his leader cautioned him against firing. With a
bound the strange horseman was beside me,
and with the butt of his pistol he felt the
man who held the rope. "Get up!" he said.
Better of his fears than he, and he fired the first
shot. Then my deliverer turned facing the
group, and again shouting "Great Scotland!"
he rode right among the firing with a pistol
in each hand. Talk about fighting with a
pistol that fair-faced, curly-haired Yankee boy
was like nothing else so much as a hurricane
turned loose. Before the man he had
knocked down had recovered from the blow
the other five were all down before his fire,
and as No. 6 got on his feet and started to run
the little gray was after him like a shot. A
second blow brought him to the ground, and
my deliverer then sprang from his horse and
bound the fellow to a tree with the same cord
which was about my neck. He then came to
me, and, with a touch gentle as a woman's, he
examined my wounds, dressed and bound up
my wounded arm, and snatched the blood from
my side. I essayed to thank him, but he
stepped me with a laugh, and said: "The war-
riors had you foul and meant mischief. I hated
you from the first, but this day has changed
my mind, and I guess they deserved all they
got. But I am away before the column now, and
must get you out of this quick and go on."He kissed me into his saddle as though I
had been a child, and with me and took
me to some negro cabin about a mile from
me, with strict injunctions to the darkies to
care for me. I think he gave the negroes
money, and they were very kind. He then
travelled, gave me citizen's clothes, and eventual-
ly I got back to the wife I left, fully deter-
mined never to fight against the "Yankees" again,
and I never did. He was reported killed in
action, and never tried to have the mistake
rectified during the war.As the brave little fellow turned to leave me
I begged to know his name. He laughed and
said it was no matter, but I pressed for it, and
on a piece of a letter he pencilled an address
and put it in my pocket. The blood from my
wound partly obliterated it, but it still
shows: "D. Harburt, Company D, U. S.
Army." I do not know what his troops were
may be, or whether my deliverer was living
or dead. But he was and is the bravest and
kindest man I ever saw, and as good a fighter
as ever rode a horse in either army.The wife and I have his memory as we
would a saint's and my children have been
taught to pray for blessings on his head. I
have traveled much, and now am going home.
If any one seeing this can give me his address,
and tell me what I shall do, I shall be glad
to hear. But I fear that one so almost
recklessly bold as to risk what he risked for
me, a stranger, and a confederate soldier at
that, hardly escaped death in battle.Time is better than money, if you
will, but in justice to the holdest boy that
ever rode into the confederacy, give it a place
in your columns. Respectfully yours,
JOHN S. CLARK,
Late of Company A, Georgia Infantry, Colum-
bia, S. C.Though pure and simple, and so mild,
It might be used by any child,
Yet SOZODONT is so swift and sure
That mouth and teeth with wondrous speed
From tartar and from taint are freed,
Till they become sweet, white and pure.

"Rough on Catarrh."

Corrects offensive odors at once. Complete
cure of worst chronic cases, also unequalled as
purgative for dyspepsia, sore throat, foul breath,
50 cents.

Notice to Debtors and Creditors.

J. B. FORTNALL, of the Estate of FRANKLIN
A. FORTNALL, late of Fulton County, deceased,
is hereby notified to render to his demands to the
undersigned according to law, and all persons
indebted to said estate are required to make im-
mediate payment. Atlanta, Ga., February 17, 1887.
JAMES B. JOHNSON,
Executor.

PENNYROYAL PILLS

"CHICHESTER'S ENGLISH."

The Original and Only Genuine.

Indispensable to LADIES. Ask your Druggist for
this medicine. It is the only one of its kind
(except to us for particulars in letter by return mail,
NAME PAID) 2515 Madison Square, Philadelphia, Pa.Sold by Druggists everywhere. Ask for "Chichester's
English" Pennyroyal Pills. Take care.

Name this paper. Feb 22—times four sat sun

W. L. DOUGLAS

\$3 SHOE.

Any style, durable, Easy Fitting.
The best \$3 Shoe in the World.

\$2.50 SHOE

The best \$2.50 Shoe in the World.

Our \$2 BEST KID

FINEST CALF

SHOE FOR BOYS gives great satisfaction. All
the above are made in Boston, Connecticut, and
all styles of too. Sold by 2,000 dealers throughout
the U. S. If your dealer does not keep them, send name
and address to W. L. DOUGLAS, 289 Broadway, New York.BEWARE OF FRAUD.—It has come to my
knowledge that some unscrupulous dealers are offering goods as
being of this make, when they are not. I have therefore
decided to stamp my name on the bottom of each shoe,
and to stamp the words "W. L. DOUGLAS" on the bottom of each
shoe. If you see any shoes without this stamp, do not buy them.

FOR SALE BY

GEO. W. PRICE, 24 Marietta Street.

J. A. W. PRICE, 33 Whitehall St.

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ATLANTA, GA.



MOST PERFECT MADE

Prepared with strict regard to Purity, Strength, and
Healthfulness. Dr. Rice's Baking Powder contains
no Ammonia, Lime, Alum or Potash. It is
Extricate, Vanilla, Lemon, etc., flavor deliciously.

DR. RICE'S BAKING POWDER CO., Chicago and St. Paul.

LIMITED PARTNERSHIP.

A LIMITED PARTNERSHIP WAS FORMED
under the laws of Georgia on February 7, 1887,
between Frank M. Freeman and Leon I. Ryan, of
Atlanta, Georgia, general partners, and John J.
McDonough and T. B. Thompson, of Savannah,
Georgia, special partners, for a term of one year,
under the firm name of FREEMONT & RYAN, for
the purpose of conducting a general retail lumber
and commission business in Atlanta, Georgia,
and said special partners have each contributed to
the capital stock of said partnership the sum of
fifty dollars in cash. Certificate is placed, recorded,
and registered in the clerk's office of the superior
court of Fulton county, Georgia, in term of
the law.

FRANK M. FREEMONT,

LEON I. RYAN,

JOHN J. McDONOUGH,

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